

BookletChartTM

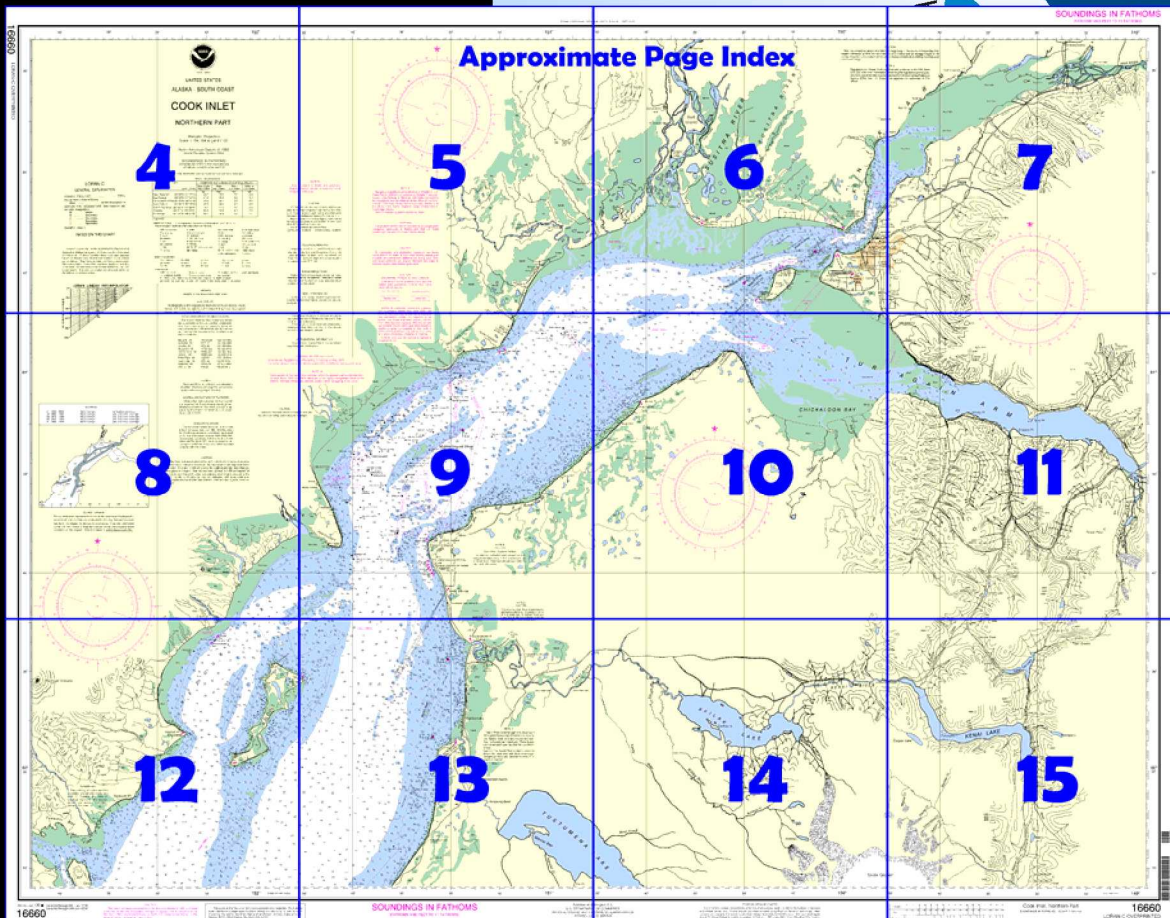
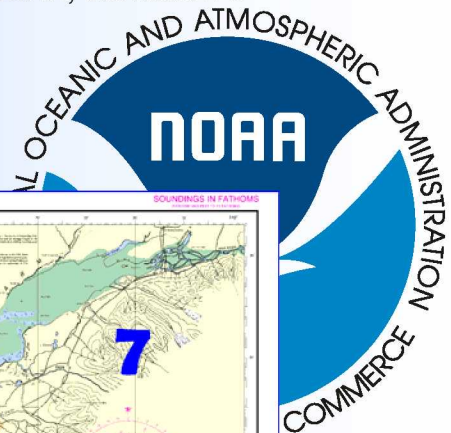
Cook Inlet - Northern Part

(NOAA Chart 16660)

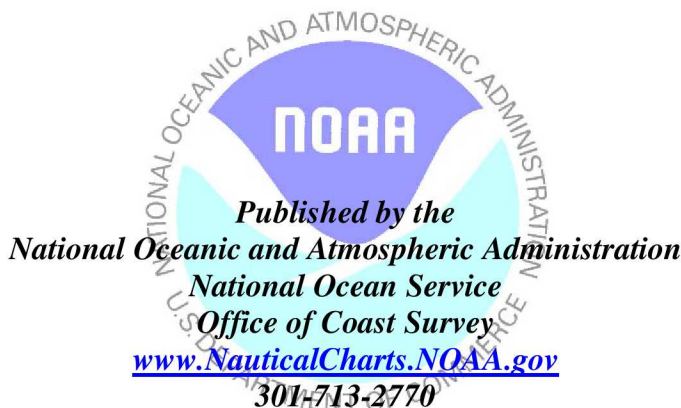


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

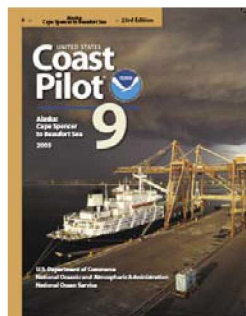
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(990) **Cook Inlet**, on the W side of Kenai Peninsula, merges with Shelikof Strait through a wide unobstructed passage W of the Barren Islands. Leading from the Gulf of Alaska to Cook Inlet are Kennedy Entrance and Stevenson Entrance, N and S respectively of the Barren Islands, and Chugach Passage, inside the Chugach Islands. The distance is 1,254 miles from Seattle to the entrance to Cook Inlet at a point 3 miles S of East Chugach Light, via the outside route by way

of Strait of Juan de Fuca. From the entrance it is 48 miles to Seldovia, 59 miles to Homer, 110 miles to Kenai and Nikiski, and 175 miles to Anchorage.

(992) Port Chatham, Port Graham, Seldovia Bay, NE of Homer Spit in Kachemak Bay, Iniskin Bay, and Tuxedni Channel are the secure harbors

in the inlet. Temporary anchorage can be selected in 10 fathoms or more at most places in the inlet with the aid of the chart. The great range of the tides must always be kept in mind when anchoring.

(1000) Obstructions in these waters consist of marked and unmarked submerged wells, and oil production platforms, including appurtenances thereto, such as mooring piles, anchor and mooring buoys, pipes, and stakes. Submerged wells may or may not be marked depending on their location and depth of water over them. All obstruction lights and fog signals used to mark the various structures are operated as privately maintained aids to navigation.

(1001) Mariners are cautioned that uncharted submerged pipelines and cables may exist in the vicinity of these structures, or between such structures and the shore. These structures and aids are subject to heavy damage and/or destruction from ice in winter; unlocated debris and remains may exist. Mariners are advised to navigate with caution in the vicinity of these structures and in those waters where oil exploration is in progress, and to use the latest and largest scale chart of the area. Mariners should avoid anchoring their vessels anywhere in the vicinity of oil well platforms or their associated structures.

(1002) During winter months all buoys in Cook Inlet N of Anchor Point are removed from station. (See the Light List.) (1003) **Winter Operating Guidelines, Cook Inlet**, (currently in rulemaking as part of a regulated navigation area for Cook Inlet): Hazardous icing conditions exist in the middle and upper parts of the Cook Inlet (above 60°30'N) for up to six months of the year. The presence of extensive floating ice, extreme tidal range and currents, high winds and below freezing temperatures increase the difficulty of transit. As a result, the Captain of the Port (COTP), Western Alaska, in consultation with port users, particularly the SW Alaska Pilots Association, activates and deactivates a special winter operating period for vessels greater than 1600 gross tons and tugs towing oil barges. The COTP also issues a Local Notice to Mariners at that time for the implementation of special measures.

(1011) For vessels approaching Cook Inlet, the chart is the best guide. Descriptions for routes at the entrance follow immediately. Courses inside the inlet should be set as prudent navigation demands, with due allowance for weather conditions and set of the currents. See the section on Kachemak Bay and the Port of Anchorage, later in this chapter, for more information on Cook Inlet routes.

(1012) Kennedy Entrance and Stevenson Entrance are the main deep-draft entrances to Cook Inlet from the E. (See chart 16606.) When entering Kennedy Entrance, between Perl and Amatuli Islands, caution is necessary to avoid the three off-lying dangers: the 4½-fathom rocky shoal about 16.2 miles E of East Amatuli Island Light, Cowanesque Rock, covered 2½ fathoms, 7.3 miles SE of East Amatuli Island Light, and Dora Reef covered 1¼ fathoms, on the N side of Kennedy Entrance and 2.7 miles WSW of Perl Island. In addition, for more westerly-bound traffic, especially those in transit from Prince William Sound to Chugach Passage should use care to avoid Gore Rock about 8.2 miles ENE from the light at the S end of Chugach Island.

(1015) It is the practice for large ships and tugs with barges to make broadcasts when abeam the following eight places in Cook Inlet: Perl Island/E Amatuli Light, Flat Island, Anchor Point, Cape Ninilchik, Cape Kasilof /S tip of Kalgin Island, East Foreland, North Foreland/Moose Point, and Fire Island abeam of Point Possession. Broadcasts are also made when departing any anchorage, berth, or the Pilot Station. These broadcasts include the vessel's name, speed, course, destination, and general position; and are made on VHF-FM channel 16 (if transmitted in 60 seconds or less). In addition, VHF-FM channel 13 is monitored to comply with Bridge-to-Bridge radio regulations and channel 10 is monitored for radio communications with tugs.

(1017) Tidal currents in Cook Inlet are strong and must be considered at all times. Low-powered vessels should plan their trips so as to have favorable current and anchor rather than steam against the current of a large tide. A vessel with a speed of about 10 knots, picking up the

flood current of a large tide a little N of Anchor Point, can carry it to Fire Island.

Table of Selected Chart Notes

Corrected through NM Jun. 17/06
Corrected through LNM Jun. 06/06

NOTE D
CAUTION

Entry into the Kenai River should only be attempted with local knowledge due to shifting sand bars. In addition, there are numerous uncharted seasonal mooring buoys located in the Kenai River.

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scale 1:194,154 at Lat 61° 00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOTE C

Fire Island Shoal is shifting in a southeasterly direction. Mariners are urged to use extreme caution when navigating in this area.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE B

Area is subject to drastic and continuing change. Caution should be exercised when navigating in this area.

NOTE F

Kasilof River Channel Light and nine red or green buoys mark the entrance channel into Kasilof River and are maintained from May 1 to November 1 each year. These buoys are moved each year as channel conditions dictate.
Caution: the Kasilof River entrance channel should be only used with local knowledge. Dangerous rocks are reported to exist in or near the channel.

NOTE E
CAUTION

Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Bede Mt, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Rugged I, AK	WNG-526	162.425 MHz
Potato Point, AK	WNG-527	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-99	162.450 MHz
Anchorage, AK	KEC-43	162.55 MHz
Soldotna, AK	WWG-39	162.475 MHz
Whittier, AK	KXI-29	162.40 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.021" southward and 7.899" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

The buoys in Cook Inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) o (Approximate location)

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

→ → → → → ~~~~~

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Pipeline Area Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Additional information can be found at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

NOTE G

Hydrography in Turnagain Arm indicated within the dashed outline originates from surveys dated 1910 and 1912. Because of the highly changeable nature of the bottom, mariners should use extreme caution when navigating in this area.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name		feet	feet	feet	feet
Kenai River Ent	(60°33'N/ 151°17'W)	20.7	19.9	2.2	-6.0
East Forland	(60°43'N/ 151°25'W)	21.0	20.2	2.2	-6.0
Fire Island Terminal	(61°10'N/ 150°12'W)	27.0	26.4	2.0	-6.0
North Forland	(61°03'N/ 151°10'W)	21.0	20.4	2.1	-6.0
Drift R. Terminal	(60°34'N/ 152°08'W)	18.1	17.4	2.0	-5.5
Nikishka	(60°41'N/ 151°24'W)	20.5	19.8	2.1	-7.0
Anchorage	(61°14'N/ 149°53'W)	29.1	28.4	2.2	--,--

(Aug 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fi flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

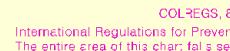
Miscellaneous:

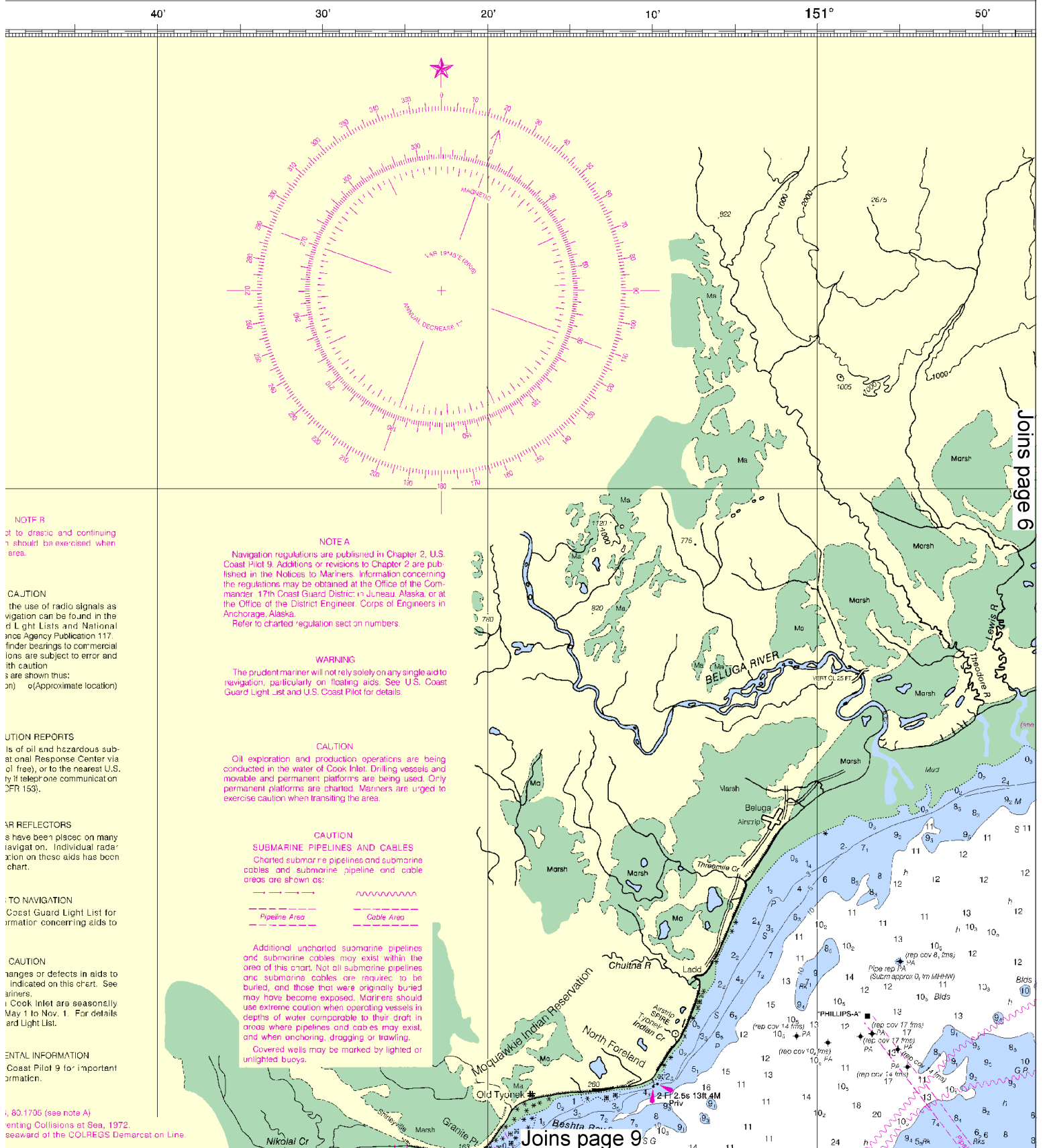
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

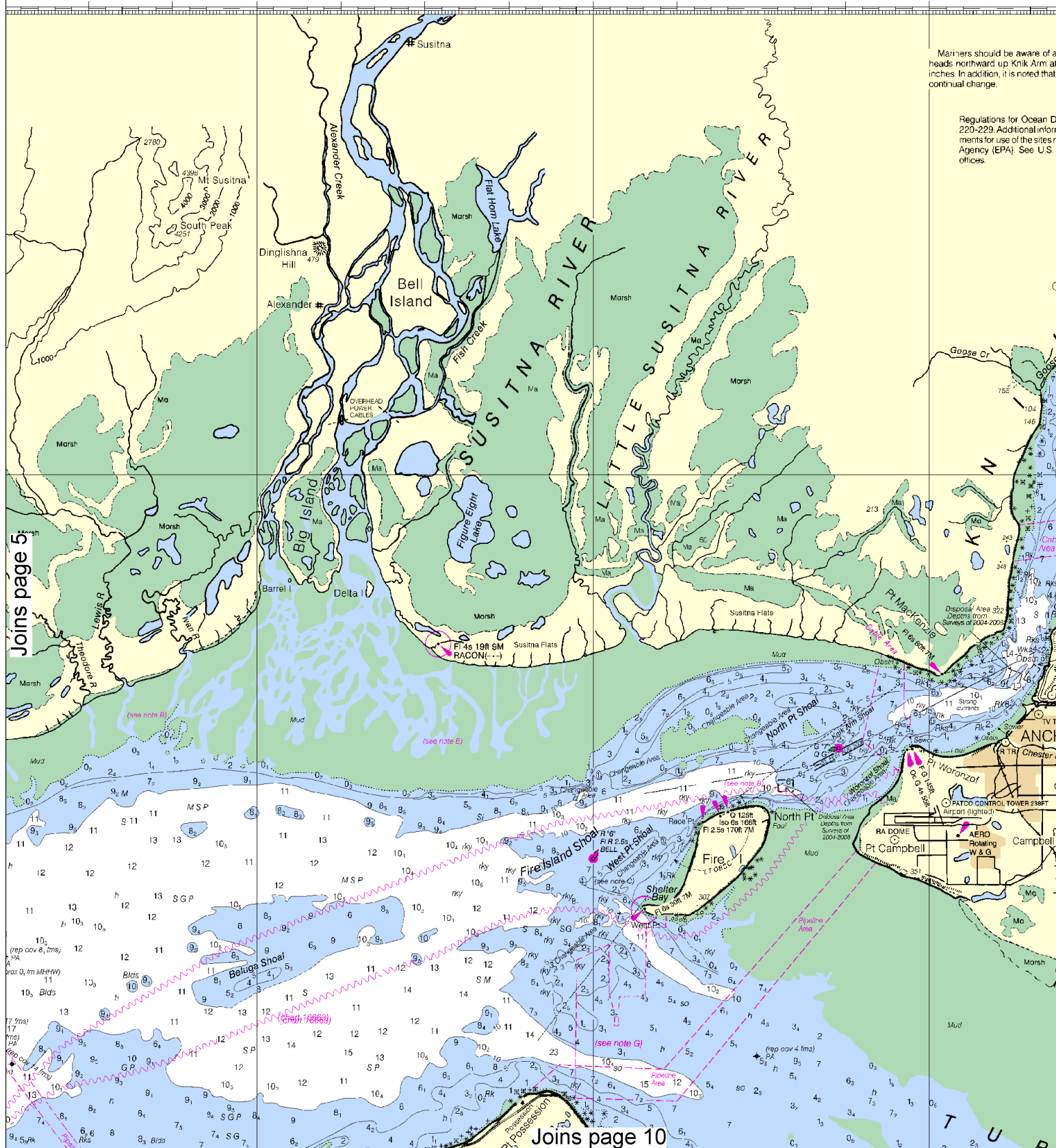
PRINT-ON-DEMAND CHARTS

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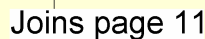




This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:277363. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



(FATHOMS AND FEET TO 11 FATHOMS)



7

AUTHORITIES

NOAA WEATHER RADIO BROADCASTS

Bede Mt, AK	WVG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Rugged I, AK	WVG-526	162.425 MHz
Poroto Pt nt, AK	WVG-527	162.425 MHz
Naked I, AK	WVG-533	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Anchorage, AK	KEC-43	162.55 MHz
Soldotna, AK	WVG-39	162.475 MHz
Whittier, AK	KXJ-29	162.43 MHz

3.

SUPPLEMENT
Consult U.S. Code
supplemental information

Hydrography in Turnagain Arm indicates surveys dated 1910 and 1912. Be bottom, mariners should use extr

McArthur

MINERAL DEVELOPMENT STRUCTURES

HORIZONTAL DATUM

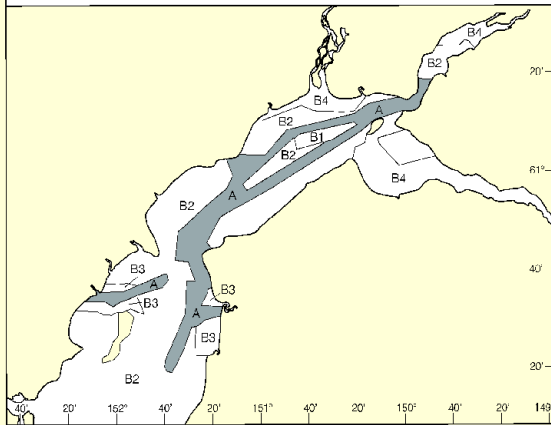
CAUTION

T

MICRO T

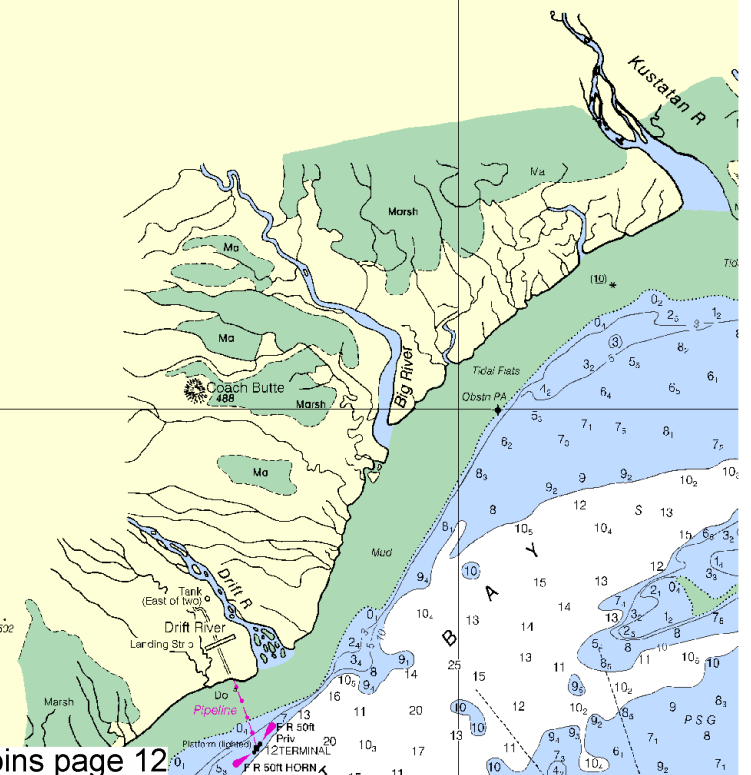
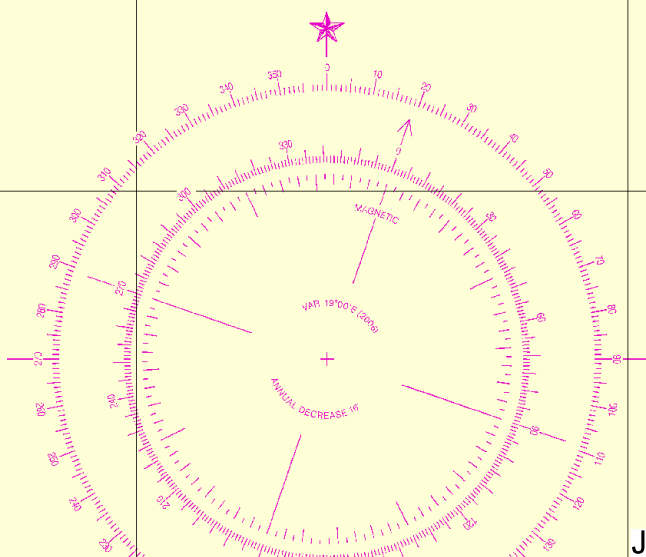
SOURCE

A	1990 - 2001	NOS Surveys	full bottom coverage
B1	1990 - 1994	NOS Surveys	partial bottom coverage
B2	1970 - 1989	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

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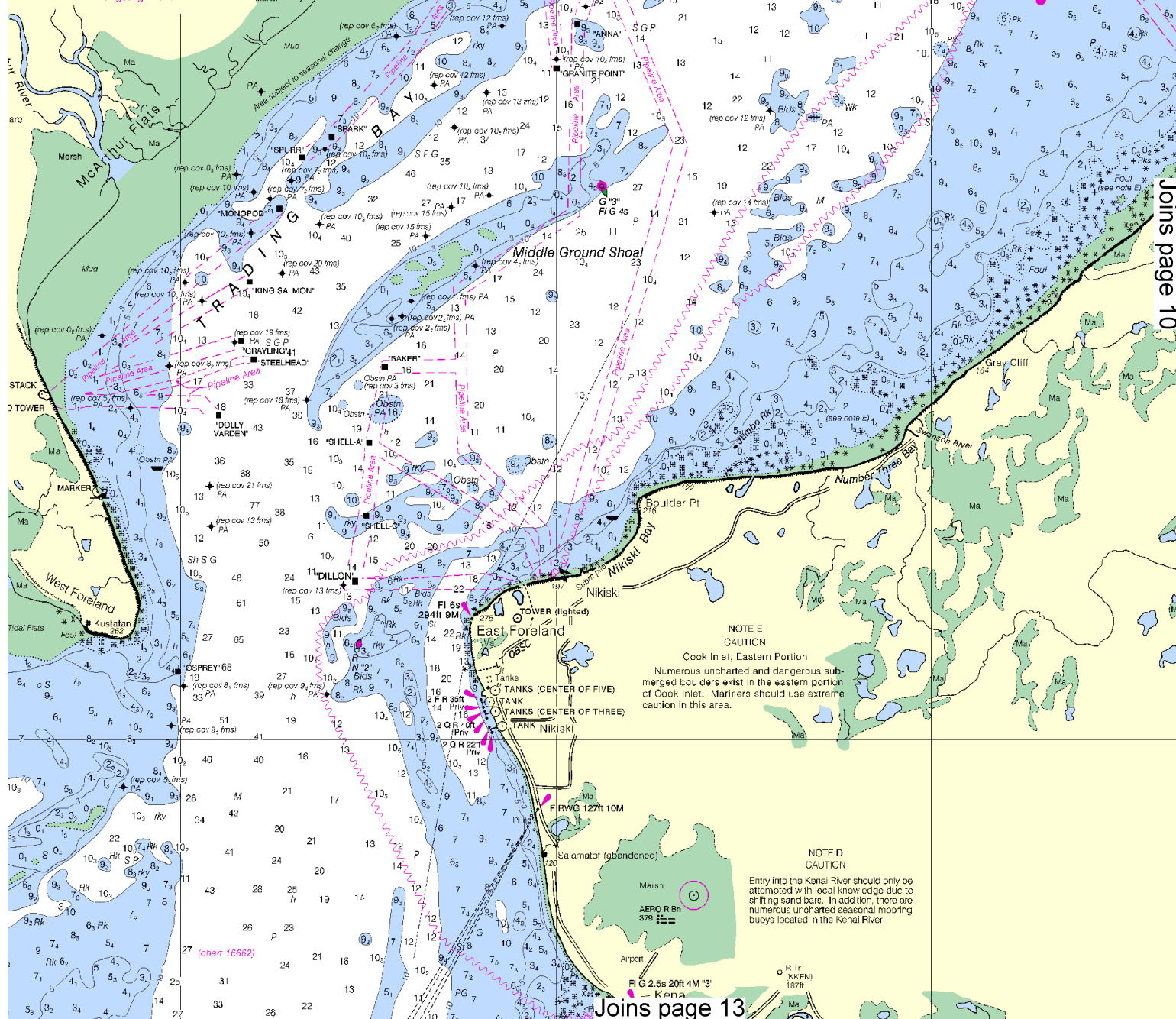
TO NAVIGATION
Coast Guard Light List for
information concerning aids to

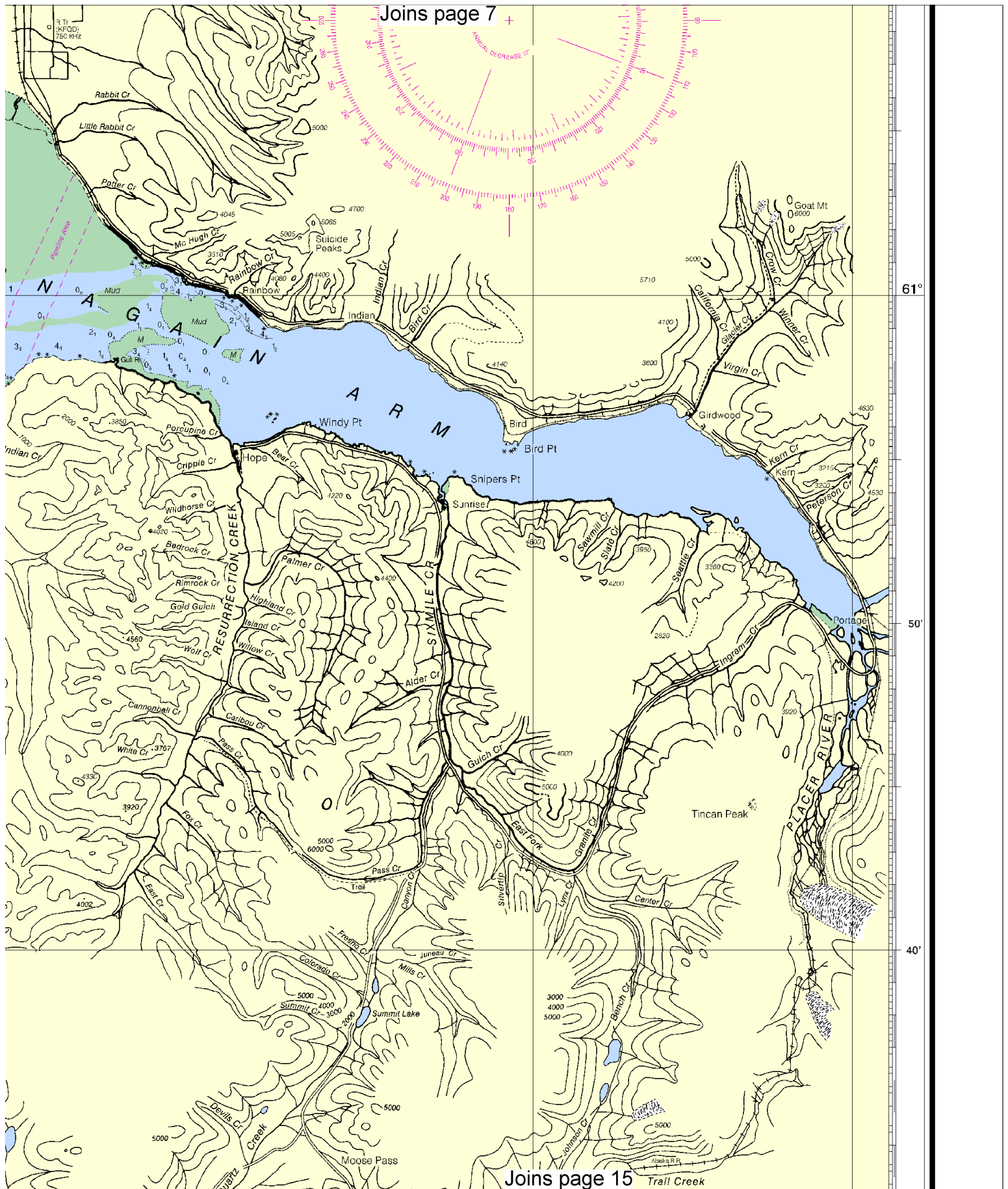
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Changes or defects in aids to
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1. Cook Inlet are seasonally
May 1 to Nov. 1. For details
and Light List.

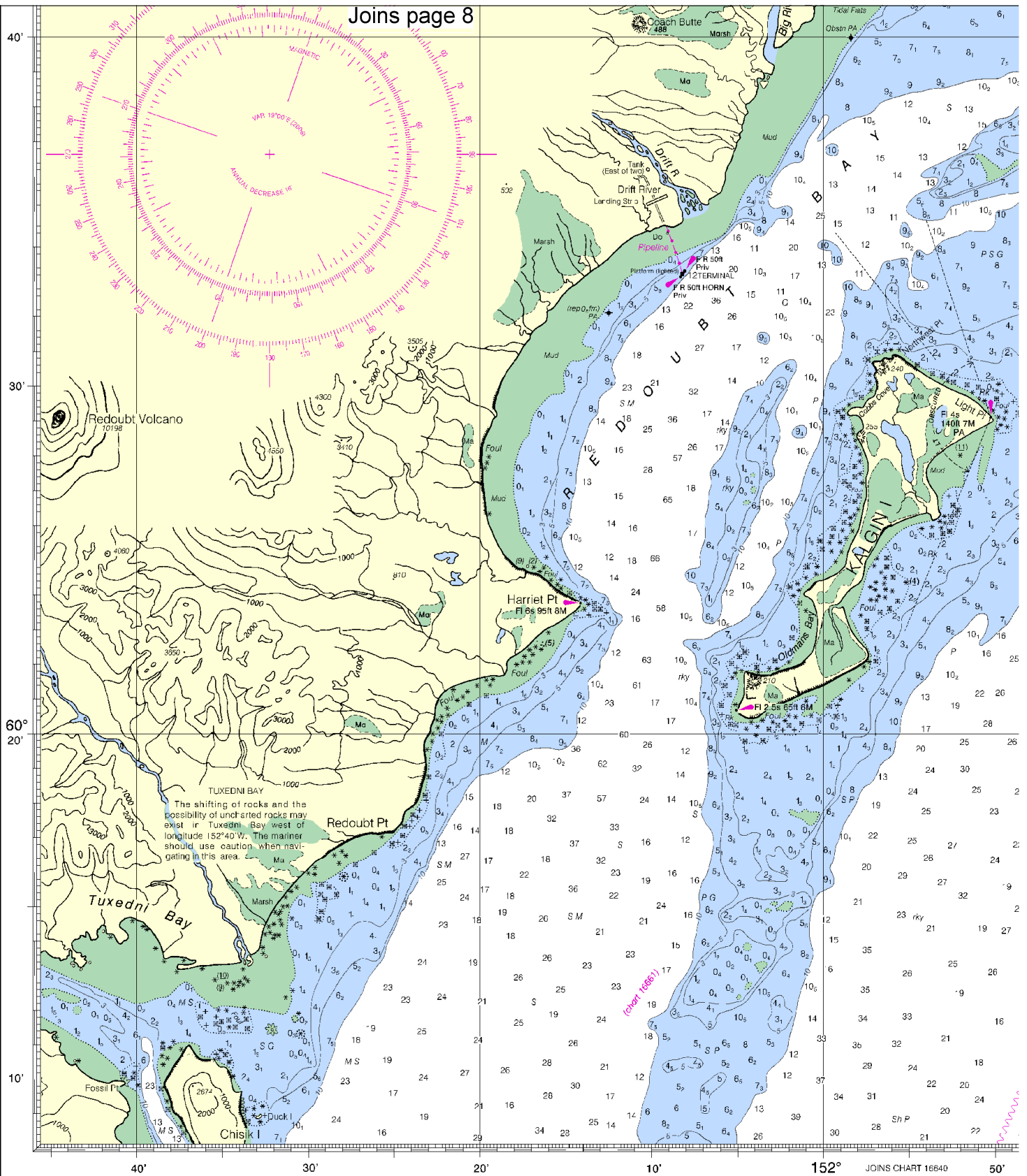
ENTIAL INFORMATION
Coast Pilot 9 for important
information.

1. 60.1705 (see note A)
entailing Collisions at Sea, 1972.
seaward of the COLREGS Demarcation Line.

NOTE G
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Because of the highly changeable nature of the
same caution when navigating in this area.







30th Ed., Jun./06 ■ Corrected through NM Jun. 17/06
Corrected through LNM Jun. 08/06

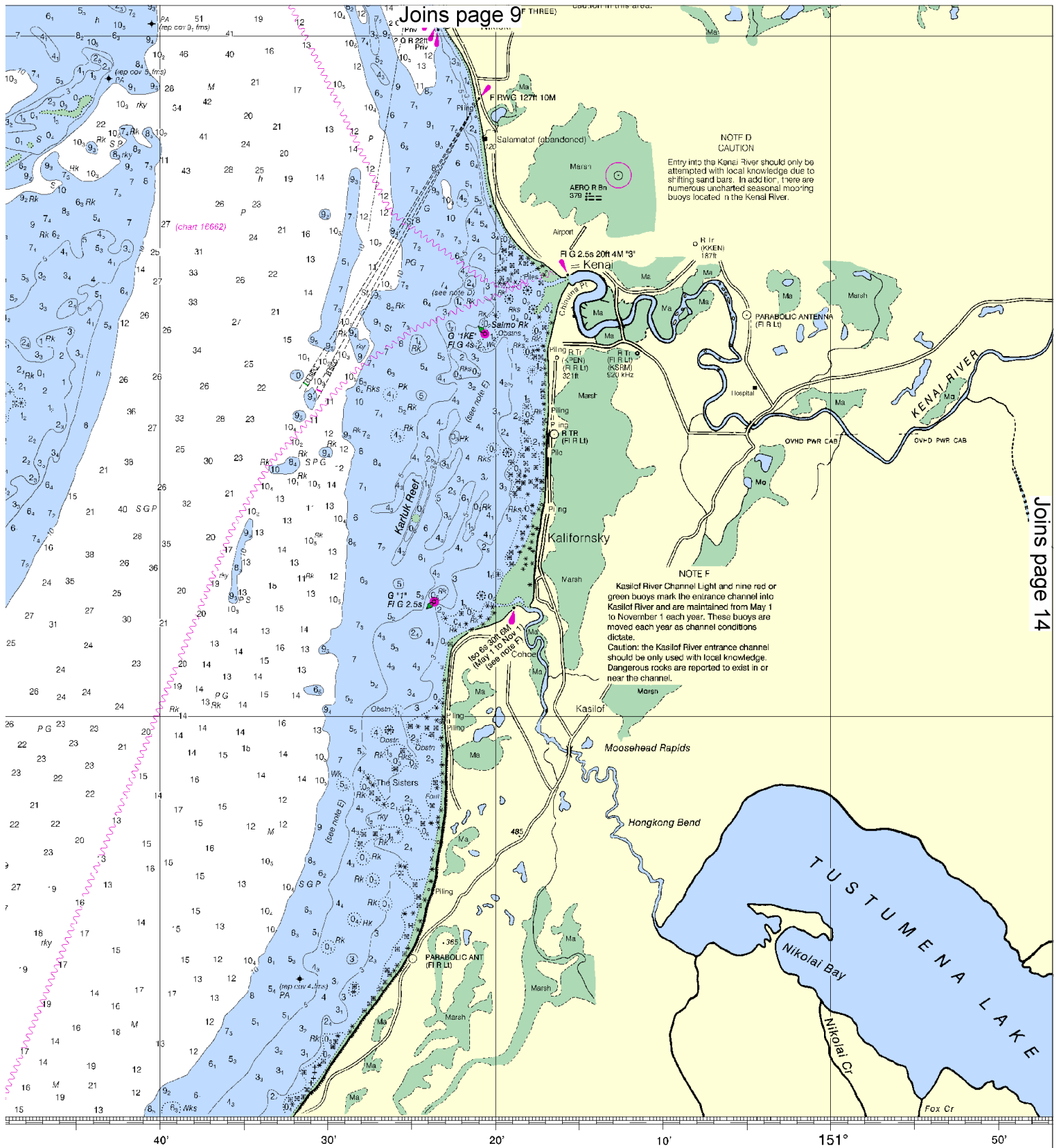
16660

LORAN-C OVERPRINTED

CAUTION

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SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 13

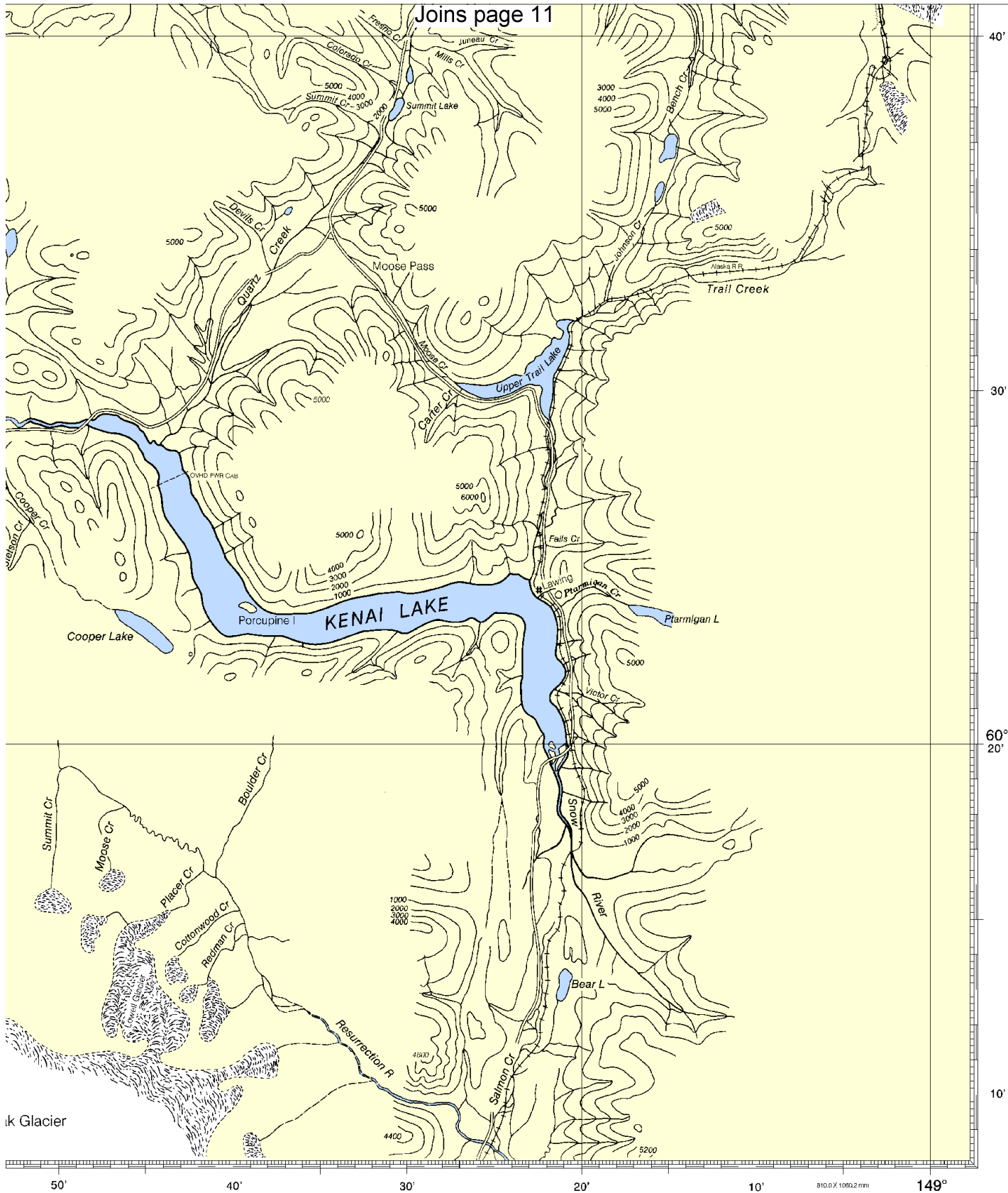
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14





50' 40' 30' 20' 10' 810.0 X 1090.2 mm 149°

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Cook Inlet, Northern Part
SOUNDINGS IN FATHOMS - SCALE 1:194,154

16660
LORAN-C OVERPRINTED

FT. NO. 30

NSN 7642014011249

NGA REFERENCE NO. 16AC016660

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.